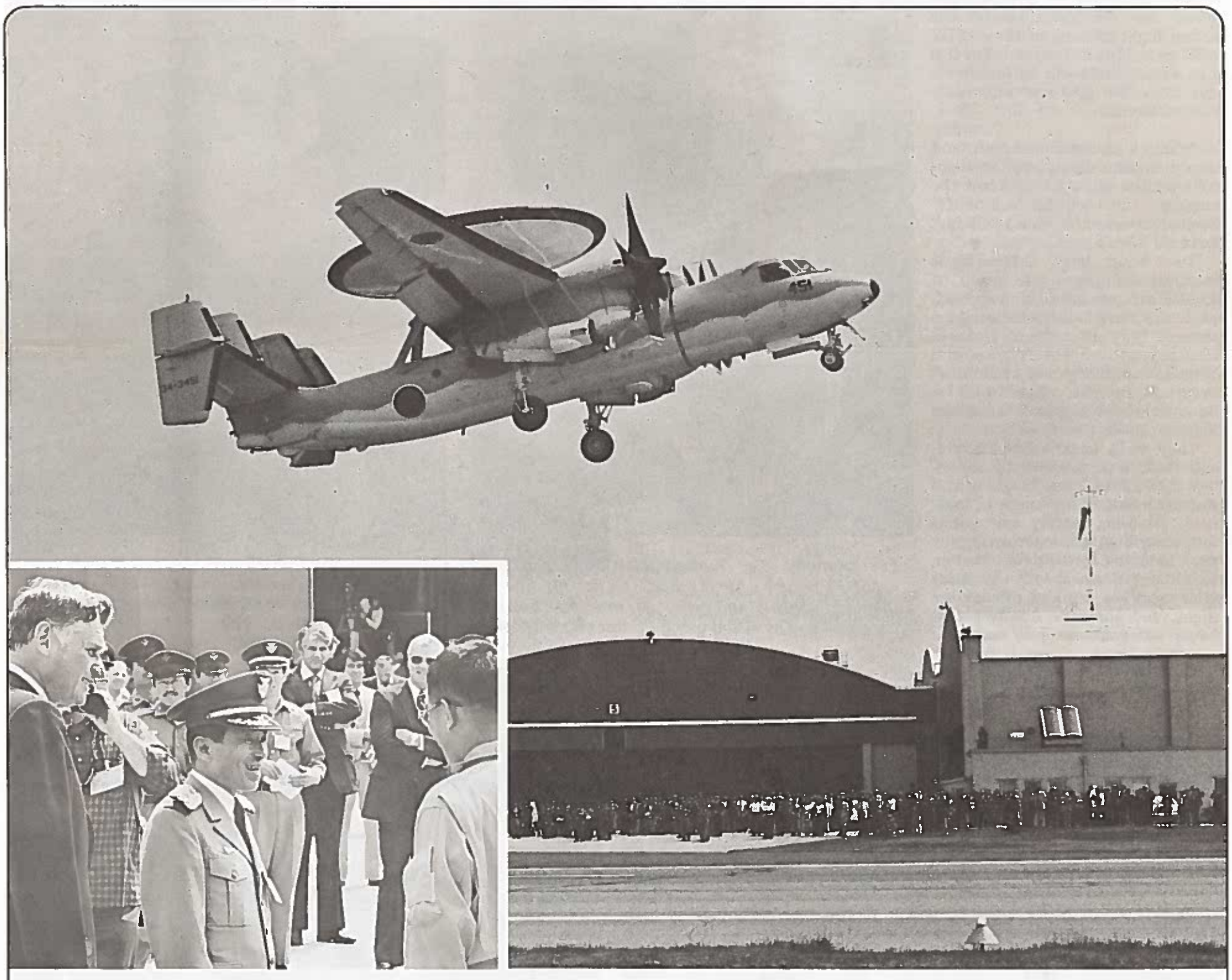
GRUMMAN plane news

Vol. 41, No. 10, May 28, 1982. Bethpage, N.Y. 11714



Japan gets first E-2C

Maj. General Hitoshi Omura, Director of Development for the Air Staff Office, Japan Defense Agency, was at Bethpage on May 18 to accept first Grumman E-2C for Japan Air Self-Defense Force. General Omura (C-inset) is shown with George Skurla, Chairman and President of Grumman Aerospace, welcoming Lt. Col. Yoshio Murase (R), E-2 engineering evaluation team officer, on his return from E-2C flight at conclusion of ceremony. Grumman got go-ahead to build four E-2Cs in June 1979 and two years ago Japan ordered four more Hawkeyes.

JASDF begins flying Hawkeye

Lt. Col. Daikan Esaki tugs at the sleeves of his orange flight suit, and looks out the window to E-2C 451 waiting on the apron of the runway. In a few minutes he will board the Hawkeye for his first flight.

He looks cool and unruffled, and he is: Esaki, who heads up a group of six JASDF pilots being trained here, has logged 4,348 hours of flight time in the past 16 years. His instructor, E-2C chief test pilot Dave Seeman, sits next to him as they wait for the time to take off for Calverton.

All flights out of Bethpage are flown by Grumman pilots; the actual flight training of the JASDF officers is done in Peconic. For this first flight, Esaki will fly the Hawkeye from the right seat when they reach Calverton.

"This is a familiarization and demonstration flight," says Seeman. "We let the pilot get to know the airplane — to get the feel of it." Seeman checks the time. "Okay," he says. "Let's go."

Two hours later, E-2C 451 is back in Bethpage. A group of JASDF officers and Grumman E-2C team members is there to welcome them. They all applaud as Esaki climbs out of the plane, and Virginia Kontchegulian of Product Training presents him with a bouquet of red and pink carnations in honor of his first flight.

They walk back inside Plant 4, and Esaki is surrounded by his fellow JASDF officers, laughing and shaking hands. They speak in Japanese, gesturing rapidly with palms flat, describing arcs and turns in the air. Later on in the debrief room, Esaki and Seeman will use those same gestures as they discuss the flight, and someone observes that pilots share a universal language: they all talk with their hands.

At the debrief, Esaki frowns slightly as he scans a report, drums his fingers on the table, reaches for a cigarette.

"There are many stresses on a pilot in an unfamiliar aircraft," says John Koszeghy, Grumman E-2C flight test manager. "Physiological and psychological stresses. You're in a close, tight environment in a strange cockpit — and you and your instructor have to work out how you'll deal with each other. And even though all the JASDF officers are fluent in English, it's still difficult listening to air traffic information in a language not your own.

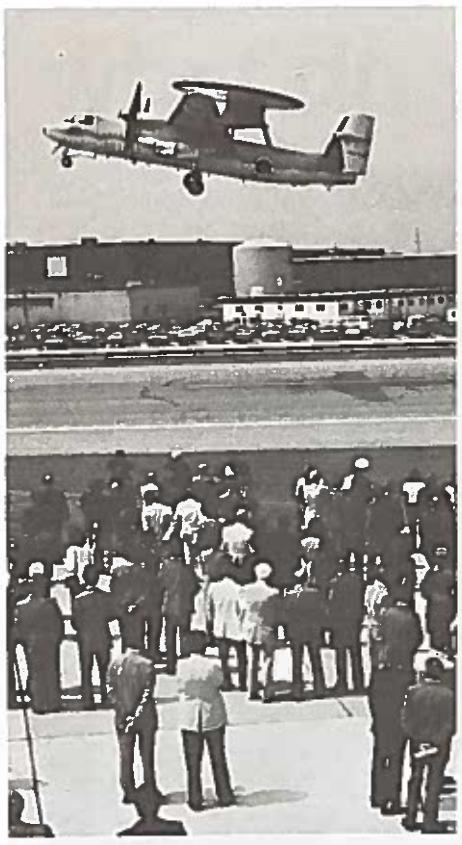
"It's tough work, and a strain on any pilot — even very experienced ones, such as these officers are," says Koszeghy.

Back in his own office upstairs in Plant 4, Esaki is relaxed once again. The flight went well, and he is confident that the next one will be even better. He will spend many hours in the E-2C between now and August.

"It will take some time, some practice," he smiles. "But basically, an airplane is an airplane."

First of many. *On Thursday, May 20, Lt. Col. Daikan Esaki became the first Japan Air Self Defense Force (JASDF) pilot to fly the E-2C. After his first training flight, he was greeted by fellow JASDF officers (pictured above L and below R); received a bouquet of carnations in honor of his flight (above R); and was congratulated by Grumman E-2C test pilots (below L). (Photos by Fred Annette)*

Japan accepts first E-2



Wearing the Japanese Hinomaru — a red circle on a white field — an E-2C swept past a crowd of 300 people outside Plant 4 on May 18. The crowd had gathered there for a ceremony marking Japan's acceptance of its first Hawkeye.

The ceremony was attended by Grumman and Navy officials, as well as representatives of the Japanese Air Self Defense Force (JASDF).

After opening remarks by Aerospace Senior Vice President Pete Oram, the Grumman Employee Band played the Japanese anthem "Kimigayo" ("The Reign of our Emperor") followed by "The Star Spangled Banner."

Looking to the rows of gray uniformed JASDF students who are here for training on the E-2C, Aerospace President George Skurla explained the company tradition.

"Around here, we're known as the Grumman Ironworks," he said. "We're known for building tough, quality aircraft and for standing by our products.

"You have my personal assurance that we will work hard to justify your choice — and that the Hawkeye airborne early warning aircraft will do well in the defense of your country."

Heading abroad

Skurla commented further that Grumman looks forward to working with the Japanese in their homeland later this year. In October, a Grumman team will help the Japanese set up their own E-2C operations in Misawa, in the northern part of the country.

E-2C 451 is the first of eight that Grumman will build for Japan. Over 80 JASDF students are currently at Grumman, learning to fly, operate, and maintain the Hawkeye. A total of 105 JASDF and 24 civilian students are expected to complete training here. These students will eventually form the core of Japan's own E-2C training program.

Grumman Corporation Chairman Jack Bierwirth noted that the ceremony was "... a significant event in Grumman's history, and a significant alliance and friendship.

"Japan has assumed the responsibility that falls upon the great countries of the world. The E-2C in Japan will be an instrument of peace . . . and as it maintains the neighborhood watch without posing a threat to anyone, it is a beautiful symbol of peace," said Bierwirth.

"It is one of our finest products — and we hope it serves you well."

Rear Admiral Joseph Wilkinson, Deputy Commander-Naval Air Systems Command, presented the DD-250 — the official acceptance document — to Major General Hitoshi Omura. Gen. Omura is Director of Development Department, Air Staff Office, Japan Defense Agency.

Said Adm. Wilkinson, "We in the United States Navy are proud of the Hawkeye; we are proud, too, of the cooperative spirit between the Navy and Japan. Gen. Omura, it is a pleasure to present you with this document. We hope you and the Japanese Air Self Defense Force enjoy the same benefits the E-2C has provided us."

Accepting the DD-250, Gen. Omura thanked Grumman, the U.S. Navy, and other associated companies ". . . who have worked so hard to make this possible.

"I am filled with deep pride on this occasion," said the general, "and I look forward to 1983 when the E-2C will be in the skies over Japan."

After the ceremony, the guests walked outside the hangar for the fly-by. The JASDF students and Grumman E-2C team members shook hands and congratulated each other, applauding as the Hawkeye flew past.

"One of the most gratifying aspects of the program has been the close, warm relationship that has developed between the Japanese students and the Grumman people," said Jim Philbin, E-2C program director. "Mutual respect makes for very strong ties — and the Japanese are extremely friendly and gracious."

Col. Ikutoshi Nonomura, head of the JASDF engineering evaluation team, had nice things to say about Grumman, too.

"It is very different from some other companies that I know about," said the colonel. "In some ways, it is more like Japanese companies.

"You have so many fathers and sons and uncles working here — it shows the company's spirit," he said. "Grumman really is what you say it is — a family."

Get-together. *Maj. General Hitoshi Omura chats with Jack Bierwirth, Grumman Corporation Chairman; Gregory Carman, U.S. Representative – 3rd Congressional District; and Rear Adm. Joseph Wilkinson, Deputy Commander of the Naval Air Systems Command. Below right, members of the Japan Air Self-Defense Force E-2C team at Bethpage stand at attention during acceptance ceremony.*

GRUMMAN plane news

Published twice a month for the employees of Grumman Aerospace Corporation, Bethpage, N.Y. 11714, as a function of the Public Affairs Department, Brian Masterson, director.

Associate Editors
Kathy Housley ext. 3293
Norine Lyons ext. 5119
John Vosilla ext. 5118

Editorial Assistant
Clare Byrne ext. 8999

Personals

I would like to extend my sincere thanks to all who offered their sympathy and kindness during the recent loss of my mother. **Jerry Frese and Family**

My wife and I thank all our Grumman friends for their encouragement during my recent medical problem. **Julian Foehl**

Both of us deeply appreciate the great outpouring of sympathy and kindness from our friends at Grumman in response to the sudden death of our son, Dr. Gregory Reid Williams. **Doris and Ozzie Williams**

My family and I would like to thank all our Grumman friends for their kindness, prayers, and sympathy during the recent loss of my mother. **Howard Applegate**

I wish to extend my sincere thanks to my friends at Grumman for their generous expressions of sympathy during the recent loss of my sister. **Arnold Orenstein**

Thank you for your prayers and thoughtfulness expressed at the passing of my mother. **Bob Alleva and Family**

The Ducey family wishes to express their sincere thanks for all the prayers, thoughtfulness, and kindness shown during their time of sorrow.

I wish to express my sincere thanks to my co-workers and friends for their support and thoughtful expressions of sympathy during the recent loss of my mother. **Carol Seymour**

We express our sincere thanks to everyone for their thoughtfulness and sympathy during the recent loss of our father. **Bob Stafford and family**

Our heartfelt thanks and appreciation to all for their support and sympathy expressed during the recent loss of our daughter, Ashley. **Ann and Doug Beauregard**

Our sincere thanks to everyone for their thoughtfulness and kind expressions of sympathy during the recent loss of my mother. **Jim Guerrasio and family**

My family and I wish to express our sincere thanks to everyone for their support and sympathy during the recent loss of our mother. **The Diliberto Family**

Frances and Mary C. Zimmermann wish to acknowledge with sincere appreciation all expressions of sympathy which we received from our Grumman friends on the death of our mother Terry.

Thanks a lot for the special enjoyment your thoughtfulness brought while recovering from my recent auto accident. **Gene Tiefenwerth**

We would like to express our sincere thanks and appreciation for the kind expressions of sympathy during the recent loss of our mother. **Dorothy Bachota and family**

My sincere thanks to my many friends and coworkers for their thoughtfulness during my recent convalescence. **Herb Lohr**

Your kindness and sympathy are more deeply appreciated than any words of thanks can ever express. **The Ridolf Family**

My family and I would like to express our sincere thanks and deep appreciation for the kind and thoughtful expressions of sympathy during the recent loss of our son. **Leo E. LeRoux**

We would like to express our sincere thanks to everyone for their thoughtfulness and kind expressions of sympathy. **Walter and Connie Ludwig**

Our family expresses sincere appreciation to all our Grumman friends for their sympathy and kindness during the recent loss of our father. **Richard and Walter Duester**

people

No pint size effort

You've heard of people lying about their ages to join the army or to be served at a bar. But have you ever heard of anyone lying about his age in order to give blood?

There's a 70 year old man who does that every year so that he can give blood to Paul and Bill Andrisani of Plant 43.

The Andrisani brothers have hemophilia, and their 70 year old friend understands their critical need for blood.

"He understands that he is giving to someone," says Paul. "Too often, people don't see that their donations are going to individuals with real needs."

The blood of a person with hemophilia lacks the clotting factor. If a hemophiliac cuts himself or bleeds internally, he could bleed to death.

Paul's parents didn't learn he had hemophilia until months after he was born. "We lived in Medford, Long Island," Paul says, "and the only place to treat us was in Mt. Sinai hospital in New York City."

The treatment was transfusions of whole blood, one pint every eight hours, until the bleeding was controlled. Bill recalls, "There was a time when I was getting blood every eight hours for about three days because of an ankle injury."

Today, scientists can extract the clotting factor from whole blood. The person with hemophilia can keep a dose of it nearby to take by injection.

"For a kid today, with the clotting factor at hand, there's no reason he can't do anything a normal person could do," says Bill.

It takes, however, 20 pints of blood to get enough of the clotting factor for one injection. Over a year's span the Andrisanis will use the clotting factor from 3,000 pints of donated blood. Some 200 people on Long Island are being treated for one of the several forms of the disease.

The Andrisanis run their own drive to raise blood donations for themselves, but they are also very active in the Great River blood drives. They know others at Grumman who have hemophilia or who have children with hemophilia. They both have daughters. If their daughters have sons, those boys will also have hemophilia. They understand how much people injured in accidents or undergoing surgery need blood.

Great River brothers. *Grummanites Paul and Bill (L) Andrisani of Plant 43 have hemophilia.*

And they know, too, that giving blood isn't a one shot deal. People have to give blood again and again, because it doesn't sit on a shelf forever.

"It's not like a piece of hardware," Bill will tell you. "People will sometimes think, 'Oh, I'm covered for blood by my insurance.' Insurance will pay for it, but the blood program has to have it."

Single star

Not every invitation to stardom you read in the classified ads is a hoax. That's what Tom Ripp, a budget analyst in Procurement in Plant 30, learned.

Back in November, before he joined Grumman, Tom was paging through the classifieds in a Sunday edition of the Long Island newspaper *Newsday*. One blind ad caught his attention: someone was looking to talk to single adults who had been living on their own but then moved back home with their parents.

"I didn't know what to expect when I answered that ad," he recalls.

The ad, he learned, was placed by the producers of the David Susskind show. Susskind hosts a panel discussion television show that airs every Sunday evening in New York. The producers were using the ad to screen potential panelists.

Tom made an immediate impression. "They told me on the phone that they wanted me on the show!"

It was broadcast in December, the same month Tom joined Grumman.

In January, he was contacted by an author who was writing an article about singles. Then, he was asked to appear on the Phil Donahue show.

Tom flew first class to Chicago, courtesy of the show, for the taping session on March 29. He appeared on television on April 5.

Fame is fleeting and Tom figures his time in the spotlight will probably end after the magazine article is published. He's quit searching the classifieds for another opportunity for himself but, he says, "you see ads like that all the time.

"One day I read an ad in *Newsday* for the David Letterman show. They were looking for people who had pets who did unusual tricks."

Might they be interested in Tomcat that flies?

what do you think?

Have you been able to accurately predict the events in the Falkland Islands crisis over the last several weeks?

Over three weeks ago, Plane News asked several Grummanites in Plant 66 in Milledgeville, Georgia, to go on record with their predictions of how the crisis will eventually be resolved. How good have they been at political analysis? Let's see.

Nathan Butts

I feel that in time they'll arrive at a solution to the problem. When both parties are ready I think they'll just sit down and talk. It is a tug of rope situation that will go on until someone with enough sense comes along and says, "Let's talk about this."

Dick Benson

I think Argentina is the aggressor. Britain is going to get its islands back. Their military power will be a big consideration — but, personally, I feel it's a political situation and it has to be resolved in the United Nations. If it's not resolved in the United Nations in the next couple of days, Argentina is going to be defeated. An invasion will probably occur within the next four or five days. I don't think Argentina can withstand the forces of England.

Earl Miller

It looks like it's going to be a mess with a lot of countries involved. Either Argentina or England is going to have to back up, but I think they are going to fight. I think England will win because the Argentines don't have enough equipment to fight.

Talton Richmond

I don't think it will ever turn into a full-scale war; it might turn into something like a Vietnam. It's already getting expensive. I'm not going to predict how long it will go on — but, after a while, they'll sit down and come to some kind of an agreement. I don't think it will last even a year. There'll be no real winner.

Jay Babb

Personally, I think Britain ought to leave them alone. We had to get away from Britain. Where would we be if Britain still owned us? I hope we don't get involved. We don't need another war, and I think this one will go on for a long time.

obituaries

ERNEST GUDEWILL of Maint. Indust. Control, Pl. 5, died April 30 at the age of 53. He had been with the company since 1966 and resided at 2 Belton Court, Babylon.

EDWARD T. SICK of Operations, Pl. 25, died May 1 at the age of 43. He had been with the company since 1963 and resided at 9 Mobile Dr., c/o Bay Shore Mobile Park, Bay Shore.

GEORGE KEGNEY of ILS Technical Writing, Pl. 15, died May 3 at the age of 50. He had been with the company since 1965 and resided at 97 Carl Ave., Franklin Square.

Personnel note

If there's a June college graduate in your family, take note: at graduation, students' Grumman health insurance coverage under their parents' plan stops.

However, conversion policies are available. Written application for these policies must be made to the Travelers Insurance Company within 31 days of graduation.

Visit the Insurance department in Plant 28 for forms or additional information, or call Ext. 3146.

Congratulations. *John O'Brien, executive vice president - Operations, told Grummanites in Milledgeville, "You're a super operation," then awarded 14 service anniversary pins. Eleven went to people who started their Grumman careers in Plant 66.*

'A sensational job'

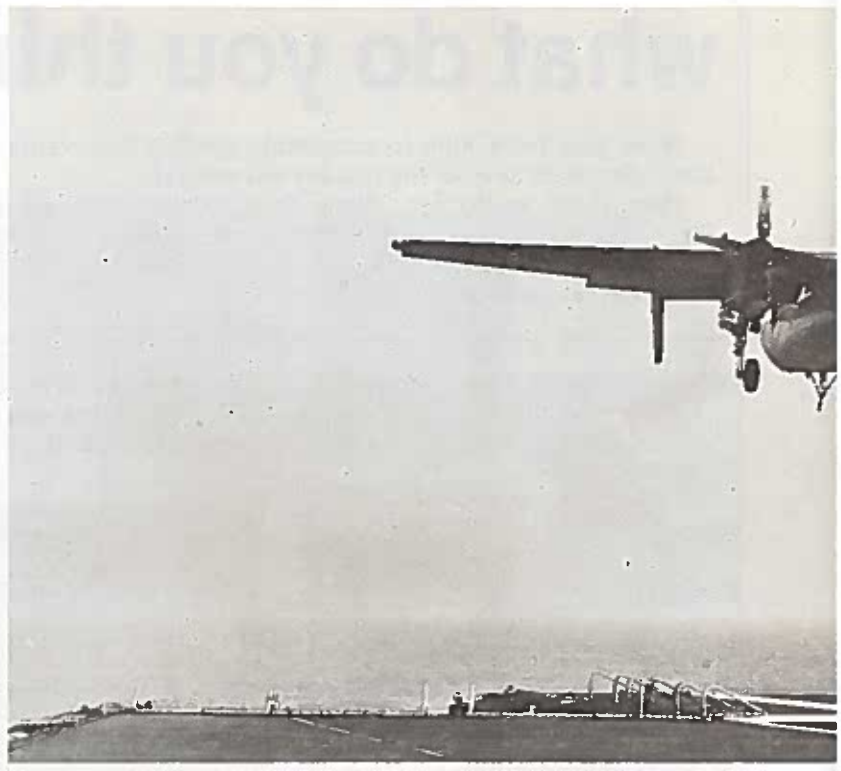
"You did a sensational job last year," John O'Brien told Grummanites in Plant 66 in Milledgeville, Georgia.

O'Brien, executive vice president — Operations, visited the plant on May 5 to present service pins to 14 Grummanites and to check out progress on the plant's expansion. Frank Messina, vice president — Manufacturing, joined him on the visit.

There are now over 550 Milledgeville Grummanites making nonmetallic parts for the company's major aircraft programs and its subcontract business. By the end of this year, construction on an additional 87,000 square feet of manufacturing space will be finished. The plant's population will top 1,000 by the end of 1983.

Part of the expansion — a doubling of the space in the lay-up room where composite fabrics are cut and fitted to molds — will be completed in August.

What's the big deal about multi-year contracts?



"Multi-year contract." Just another business term? Not around Grumman, where the term signals a new way of building aircraft.

When Grumman and the Navy signed the advanced acquisition contract on February 5 to begin work for the C-2A Greyhound Reprocurement multi-year contract, it was the first time the term took on a dollars-and-cents meaning at Grumman. Soon, the A-6, EA-6B and F-14 may also be procured through multi-year contracts. And a major multi-year contract for structural spares for the Intruder and the Prowler has been signed by Grumman and the Navy.

Stability

These contracts benefit everyone from taxpayer to contractor. They allow the contractor to produce a product at a lower cost to the government. They bring stability to production lines. They reward extra incentive because a contractor who can perform better than the contract terms require can increase its own profits and save even more money for its customer, the government.

But will anyone in Plant 2, for instance, notice something different when C-2A parts are being made?

More and more

What most Grummanites will see when they start making parts for the Greyhounds next year is that they are making more of them at a time, but less often.

Most of the detail parts for the 39 Greyhounds will be made in three lots. The first will have eight parts; the second and third will have 16 and 15, respectively. Some small C-2A parts will be manufactured in two lots; one of eight, the other of 31.

Making more parts in fewer lots will have a number of effects.

It will cut down on the administrative costs. Less time — and, therefore, money — has to be spent on paperwork following the fabrication of detail parts.

Machine set-up time is decreased — and that enhances the learning curve, says Harvey Fromer, the director of the C-2A Reprocurement program.

"A production worker stays with a job for a much longer time till it's done. He doesn't have to come back every year to relearn the process all over again," says Fromer.

"The whole success of this program is based on the performance of the people who work in the shops. Their excellent performance will be translated into increased profits to Grumman and savings to the Navy."

Smoothing the rough spots

Joe Frisino, assistant to vice president-manufacturing Frank Messina, has a graph showing the schedule of work in Plant 2. It looks like a mountain range. But plotted on the same paper is a second graph, showing what production would be like if the three other programs, A-6, EA-6B and F-14, eventually join the C-2A in the multi-year family. It is nearly a straight line. It's called level loading.

"The ups and downs in the shops exist because of the uncertainties of one-year contracts," says Frisino. "With multi-year contracts we have more stability in the shops." And even though the C-2A contract is the only major multi-year Grumman currently has, it doesn't complicate things for the production planners.

"It actually makes it easier for us," Frisino explains. "We know what we're going to be doing for the next four years."

According to Frisino, the first C-2A part will be made in February of next year.

One of the reasons for multi-year

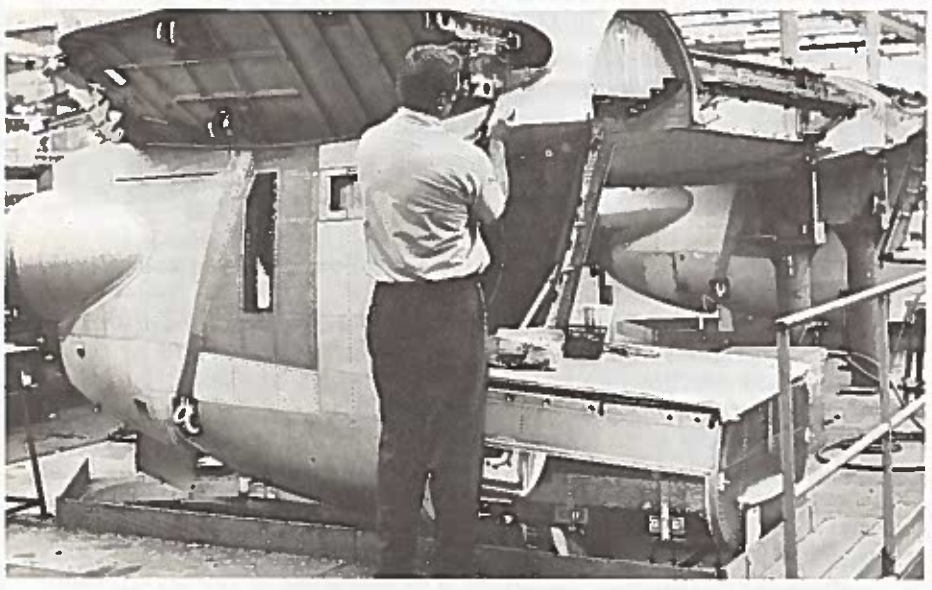
By ordering 39 C-2As money early in the pr man to make econom chases, the Navy gets of 35.

ment to buy the most of a given item at the best possible price. By guaranteeing that it will buy 39 Greyhounds, the Navy puts Grumman in a position to commit money for tooling and to make or buy parts in economical quantities.

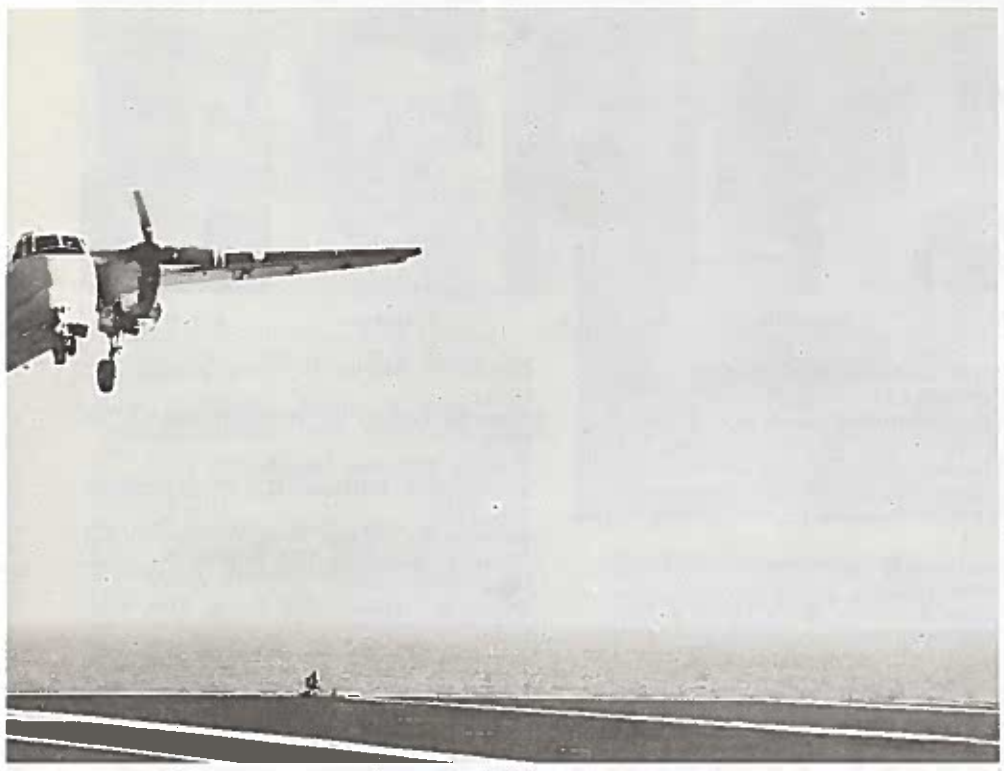
Different challenges

According to Jim Bourne, director of Contracts, Grummanites spent hundreds of hours preparing the plan of how the first dollars would be spent. "There is an enormous amount of work to putting out a proposal for a multi-year contract. We had to talk to each one of our vendors and each of them had a different problem in their shops that we had to consider."

But the savings are worth the work. In the case of the Kelsey-Hayes flap drives, which are used in the wings of both the C-2A and the E-2C, the number needed for both over a five year period is bought up in two years, saving 20 percent. By purchasing early all the Garrett auxiliary power units needed for the



More is less. *Because the C-2A and the E-2C share everything from wingtip to wingtip, costs can be brought down.*



life of the program, Grumman will cut that cost by some 25 percent over year to year purchases.

That's how multi-year works. By ordering 39 C-2As and spending enough money early in the program to allow Grumman to make these

ınd spending enough
gram to allow Grum-
ally large pur-
hem for the price

economically large purchases, the Navy gets them for the price of 35.

The Navy could have saved itself even more by requiring that the planes be built as soon as possible. "If you buy out a program early, of course you buy it cheaper," Bourne points out. "But then, you're shutting down the production line." The government, he says, is using multi-year contracts to keep production lines stable, both for the efficiency of manufacturing and to keep the capability of surging production in a crisis.

Your dollars

Taxpayers have always demanded efficiency and savings. According to Bourne, multi-year contracts foster efficiency by letting contractors keep part of any savings derived from lowered costs.

However, there is the other side of the coin. "If we make a mistake, it's going to cost us," Bourne says.

Mid-stream design changes can't be made. While Grumman offers new capabilities for its other aircraft, the philosophy of the C-2A multi-year program is totally opposite that. Changes just aren't allowed.

"If a part's design were changed after we'd bought a number of them," Bourne explains, "we would be throwing those parts away and we couldn't recover what we had spent."

If it takes more time than planned to build the thousands of parts and assemblies required for the C-2A, any increased costs come out of projected profits.

Grumman must plan accurately, but the state of the economy and the needs of the military change from year to year and can radically change the cost of building the C-2As. The Navy and Grumman both learned this lesson when the first F-14s were purchased in the early 1970s. Says Bourne, "We asked the Navy to include clauses in its contract that protect them and us against economic uncertainties."

'Each of the services is trying to get on the multi-year bandwagon. It locks up funds. Programs not on multi-year could run into problems. . . .'

Grumman and the Navy agreed to an economic price adjustment clause to protect the company from price increases caused by the ups and downs of the economy.

Business base

There is also a business base clause. Many costs — facilities, security, personnel, etc. — are common to all programs. The more work being done at Grumman, the more these common costs can be spread around. The business base clause protects both Grumman and the Navy by adjusting the C-2A program prices to account for increases or decreases in Grumman's total business.

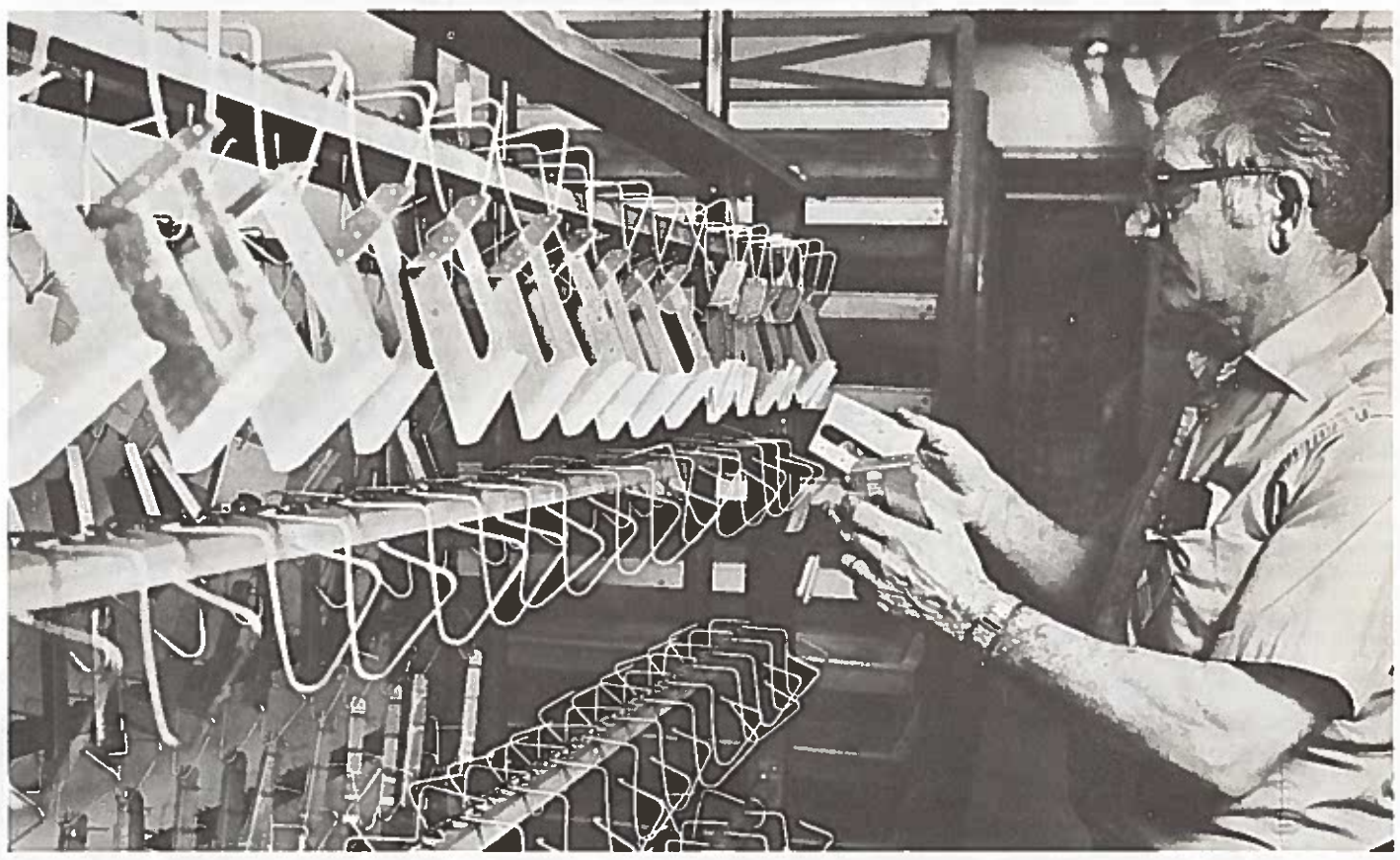
Related to this is the E-2/C-2 concurrent production clause.

The wings, engines, nacelles, main landing gear and other components of the E-2C are common to the Greyhound. Consequently, the price of the C-2A program depends on the number of Hawkeyes being built at the same time.

One of the major purposes for putting a large program like the C-2A under a multi-year contract is to guarantee a long production run, so a midstream cancellation is highly unlikely. If it were cancelled, however, Grumman would be compensated for all the costs incurred up to that time.

"These clauses don't give us 100 percent protection," Bourne states, "but they do give us and the Navy an equal share of the risks and benefits available under the contract."

Multi-years are the way to go, Bourne explains. "Each of the services is trying to get on the multi-year bandwagon. It locks up funds. Programs not on multi-year could run into problems of funding shortfall."



A bargain when you see it. *The big savings in multi-year contracts comes from the early manufacture and procurement of parts in large quantities. While this requires the customer to spend heavily at the beginning of the program's life, it pays off with real savings at the end.*

E. Ostrosky

R. Donohue

A. Asaro

K. Becker

B. Moller

J. Dulmovits

H. Ward Jr.

J. Jackson

A. Italiano

service milestones

40

Alexander W. Sildar, Prog. Eng. Managers M/S (1)
George P. Tomko, Ordnance (2)
Benjamin Pollack, Business Office (2)
Willard E. Tuthill, Cromic Acid/Anodize (3)
Catherine O. Regan, Struct. Test (5)
Mafalda M. Rigolini, Bus. Ops. M/S (5)
Peter Olynik, Structures (6)
Richard Plunkett, Antennas & Radomes (25)
Joseph A. Siniscalchi, Est. Resources (30)

35

Roy H. Erickson, Prod. Superv. (2)
George T. LeCron, Small Parts Fab. (3)
Louis J. Mignone, Spotweld (3)
Michael D. Chirillo, Air Traffic & Radio Comm. (7)

30

Joseph Adamo, Major Assy. (1)
Pasquale Calabria Jr., Fuselage Joining (1)
Warren W. Fletcher, Join & Mid. Mod. Install (1)
Joseph Krieger, Invent. Cntrl. (1)
Walter R. Ayasse, Prod. Cntl-Parts Cntrl. (1)
Thomas M. Burns Jr., Prod. Plt-M/S (2)
Jeremiah W. Becher, Invent. Cntrl. (2)
Sherman Jacobs, Prod. Avionics-M/S (2)
Bernard A. Weber, Trans-Ops. (2)
Thomas F. Warren Jr., Router & Shear (3)
Dominic V. Abbatiello, Spotweld (3)
Albert E. Duspiva, Honeycomb Final (3)
Clinton E. Brown, Prod. Superv. (3)
Robert B. Yarroll, BPA Mach. Parts Insp. (3)
Joseph J. Meyer, Insp-Mech. (3)
Artis D. Bradley, Insp-Mech. (3)
James E. Jack, Static Test (5)
Kenneth Hale, Ops. Anal. (5)
Russell E. Conklin Jr., Financial Ops. (5)
Charles R. Fossett, Structures (6)
Edward H. Seeley, Jigs, Details & Sub-Assy. (6)
Alexander Seward, Q.C. Mgmt & Admin. (6)
Frances M. Smith, Program Coord. (6)
Bernard J. Koloski, Flt. Ops. (7)
Edward J. Egan Jr., Trans-Ops. (20)
William F. Bayer, B/P Warehouses (21)
Richard F. O'Brien, Supplier Cntrl. (28)
George Schreiber Jr., Commun. Admin. & Staff (30)
Olive L. Darcy, Doc. Processing Servs. (30)
Joan O. Blitzer, Invoice Audit (30)
Buey P. Lewis, Tech. Reqmts. (40)
Alfred J. Ellensohn, Prog. Mgt. (43)
Donald A. Nohs, Elect. Cable Fab. (44)
Frank Onza, Insp. Elec. (44)
John E. Gutschwager, Elec. Sub. Assy. (77)

25

Edward J. Ostrosky, Hydraulics (1)
Robert J. Donohue, Supp. Equip. Prod. (5)
Spero C. Kavafes, Presentation Servs. (5)
Antonino Asaro, Corp. Plnng. Cntrl & Budg. (5)
Kenneth M. Becker, Prod. Deputy & Statn. Foreman (6)
Bernt E. Moller, Prod. Deputy & Statn. Foreman (7)
John Dulmovits, Loads & Criteria (9)
Henry C. Ward Jr., Distrib. Servs. (15)
Vincent Lauria, Electro-Mech. Lines (25)
Jesse J. Jackson, Medical (28)
Anthony Italiano, ILS Prod. Supp. Mgmt. (35)
Frederick F. Donohue, Config. Data Mgmt. (40
Alfred A. Aceto, Mech. Detail & Fin-Tem. (43)
Daniel O'Brien, Gro-Ops. M/S (43)
Emery Onufrey Jr., Quality Cntrl. (77)
Edward C. Hornbuckle, Corp. Sys. (111)
Donald S. Mackay, Aircraft Avionic Sys. (28)
Edward L. Harrigan Jr., Crew Syst/Equip. Integ. (5)
Anna E. Wicks, Controller's Staff (111)
Anthony Nigro, Honeycomb Prep. (3)
Edward R. Johnson, Qual. Cntrl. (88)
Kenneth F. Kettenacker, Production (88)

20

Alfred. J. Sicuranza, Sys. Des. (1)
Ralph C. Comito, Parts Paint (2)
Thomas Nelson, Hydraulics (2)
James W. Kearns, Prod. Release & Anal. (2)
Willy Krupitsch, Veh. Liaison Eng. (2)
Janice L. Byrne, Bethpage R.C. M/S (2)
Mario J. Lusardi, Mach. Oper-Tech. Serv. (3)
Salvatore Ventimiglia, Trans-Ops. (3)
Harold J. Perdue, Maint. Indust. Cntrl. (3)
Albert P. Mahoski, Insp-Mech. (3)
Michael J. Hennessey, Flt. Avionics (4)
Dominick DeMarzo, Prod. Supervision (4)
Robert Clark Jr., Struct. Des. (5)
Chester C. Kalenty, Sys. Des. (5)
Stefano F. Mancini, Electromech. Des. (5)
Robert H. Denien, Executive Staff (5)
Richard T. Mangan, Eng. Mgr. (6)
Dennis J. McSweeney Jr., (7)
Albert Russo, Eng. Mgr. (7)
Joseph P. Mallins, Flt. Ops. Insp. (7)
Constantine Loucas, Elect. Test (8)
John L. Cook, Flt. Avionics (8)
Leonard L. Levy, ILS Tech. Writ. (15)
Henry F. Williams, ILS Tech Writ. (15)
John O. Green, Trans-Ops. (20)
Eugene F. File III, ILS Sub-Sys. Eng. (25)
Chauncey A. Knapp, Controls & Mech. (25)
Charles F. Muller Jr., Prog. Manage E-2 (25)
Mary M. Power, Sm Bus/min. Bus. Office (30)
Peter L. Romano, Fac. Admin. (30)
Raymond J. Pfisterer, ILS Prog. Controls Mgt. (31)
Richard W. Cabble, Prog. Contracts (35)
David L. Johnson, ILS Equip. Des. Eng. (40)
Duane L. Hetzel, ILS Equip. Des. Eng. (40)
Louis C. Kubat, Antennas & Radomes (40)
Walter A. Grote, Antennas & Radomes (40)
Arthur B. Littlewood, Electromech. Des. (40)
Antonios Bezas, Operations (40)
Harry H. Davis, Prog. Contracts (43)
Samuel E. Wilson, Avionics Sys. Test-Temp. (43)
Frank E. Davis, Production (88)
Carole L. Korade, Corp. Sys. (111)

15

Granville H. Glasco, Sub Assy. (1)
Claire M. Bush, ILS Secretarial Servs. (1)
Alfred B. Kunz, ILS Digital TPS Eng. (1)
Paschal L. Zurlo, ILS Sub-Syst. Eng. (1)
Horace Snell, Maint-Facil. Equip & Gen. (1)
Alfred Waller, Software Applications (1)
Thomas J. Weghorst, Steel Parts Assy. (2)
Andrew L. Smith, EBW-Mach. (2)
Edward McCauley, Maint-Rearrangement (2)
Lafayette Turner, Maint. Wast. Dispos & Grond (2)
Leonard F. Scaturro, Convent. Mach. (3)
Harold Simmons, Convent. Mach. (3)
Vincent V. Mazzara, Mach. Oper-Parts CH. (3)
Warren L. Schanzer, Mach. Oper-Parts CH. (3)
Steve Goldman, Prod. Cntl-Parts Cntrl. (3)
Fredy Bevilacqua, Maint-Rearrangement (5)
Dorothy C. Brando, Personnel M/S (5)
James H. Perkins, Advanced Aircraft Sys. (5)
Theodore M. Frivold, Business Mgmt & Anal. (5)

(Continued on next page)

F. Donohue

E. Onufrey Jr.

E. Hornbuckle

D. Mackay

E. Harrigan

A. Wicks

A. Nigro

E. Johnson

K. Kettenacker

milestones

(Continued from preceding page)

John D. Everest, Calv. Ops. M/S (6)
Warren C. Kuhlmey, Trans-Ops. (7)
Douglas J. Halsey, Flt. Ops. (7)
Anthony Speciale, Maint-Rearrangement (12)
Edward H. Stoehrer, Maint-Rearrangement (12)
George F. Tracy, Maint-Rearrangement (12)
Eleanor V. Schell, Meas. Stds. (12)
William V. DeMorris, ILS Tech. Dir. (25)
John J. Lacey, Pricing & Anal. (30)
Caroline Citera, Corp. Proc. Ops. M/S (30)
Raymond J. Varady Jr., Gen. Subcontractors (30)
Gerald Rabkin, Matl. Mgt. M/S (30)
Paul DiBenedetto, Tech Reqts. (30)
Richard J. Pearson, Equip. Therm. Des. (30)
Charles L. Baer, Computer Tech Dev. (35)
Jackson C. Bright, Software Anal. (35)
Bernard I. Rachowitz, Prog. Eng. Mgrs. M/S (35)
George S. Copper, Instruct/Anal. (39)
Thomas Bryson, ILS Ops. Supp. (40)
John E. Goebel, Propulsion Sys. (40)
George B. Hummel, Software Supp. (40)
Charles A. Darling, Prog. Manage A-6 (40)
Kenneth F. Crane, Q.C. Eng. (43)
Walter L. Viar, Inspection (56)
Woodrow J. Barr, Mach. Shop (56)
Stephanie A. Russell, Plant Mgt. (77)
Clarence N. DeLancy, Facilities (77)
Christian D. Wold, Flt. Accep-Stuart (77)
William McDonald, Air Frame Sys. (57)

April anniversarians

The following Grummanites celebrated their 15-year anniversary last month.

James W. Scrivener, ILS Resource Cntrl. (1)
Louis P. Loiacono, CTR Sect-Sub. Assy. (2)
Richard F. Hartney, Maint-Rearrangement (2)

William E. Dorning, Mgt & Staff (5)
Roger S. Busch, Cust. Reqts. (5)
William A. Payne, Govt. Matl. Cntrl. (6)
Francis J. Malet, Pl. Protection (6)
Frederick W. Schaefer, FTT Flt. Dynamic & Load (7)

Richard L. Harned, Corp. Instr. Flight Data (7)
Richard K. Walker, Mfg. Prog. Mgt. (9)
Robert Wigger, Elements & Mat. Test Lab (12)
Jerome J. Nessanbaum, ILS Tech. Writ. (15)

Frank M. Russ, ILS Tech. Illus. (15)
Frank A. Muraca, Tech. Reqts. (30)
Patricia N. Zuk, General Acct. (30)
William C. Schnell, Fluid Mechs. (35)
Philip E. Piacentini, ILS RF/Servo/Elec TPS Eng. (40)
Robert F. Sidaras, ILS Equip. Des. Eng. (40)

Joseph V. Guttadauro, ILS Equip. Des. Eng. (40)
Frank J. Schifano, Traj/Nav & Guid Anal. (40)

Raymond S. Leonard, Inspection (56)
Ralph A. Mowinckel, Inspection (56)
Richard W. Sharp, Mach. Shop (56)
James R. Foard, Mach. Shop (56)
Donald L. Roode, Mach/Tool Shop (77)
Gustav F. Mohrenne Jr., Mach/Tool Shop (77)

Frank C. Reinecke, Quality Cntrl. (77)
Jesse H. Anderson Jr., Quality Cntrl. (77)
Robert L. Bennett, Paint Shop (77)
Joseph Rusin, Sub-Assy. (77)

Growth industry. *Growing great flowers takes work, but is worth it, as these first prize winners (from L) learned: Trudy Conlon, Forum Director Amy Blackwell, John O'Brien, who presented the prizes, Marion Jackson, Mike Smith, Carmen Russo, Dawson Hunter, Frank Sadowski, Joe Spinelli and Desmond Parker.*

Smith grows winners

If you want some tips on growing prize-winning flowers, Mike Smith is the man to see.

Smith took top prize for the second year in a row in the Grumman Garden Forum's annual spring show, held May 11 in Plant 30. About 60 Grummanites entered the show.

Smith took three of the 11 first prizes. His Best of Show award was earned by a collection of five huge Aristocrat Pink tulips.

"I love to putter around the garden," says Smith. "It's good therapy."

Smith, who retired in 1970, has been winning prizes in Grumman shows since the mid-40s, and he's learned some tricks along the way. Most aren't very exotic.

"You've got to fertilize," he says. To keep the flowers big, he uproots most of his tulip bulbs each year and doesn't replant them until very late, around Thanksgiving. "If you leave them in the ground, the flowers get smaller and smaller and there are too many leaves."

One trick to growing great tulips may be a little exotic though. "An old Hollander once told me never to plant an even number of tulips."

Here are some other people you can get some gardening tips from, the prize winners in this year's show (winners are listed in place order, first, second, third and honorable mention):

Class 1 — Single Tulip: Mike Smith, Kay Trestka, Lillian Fink and Betty McLean.
Class 2 — Single Parrot, Finged and all other Tulip varieties: Mike Smith, Amy Blackwell (also Special Award), Mike Gabriel and Chuck Belensky.
Class 3 — Novice Class: Carmen Russo (also Special Award), Ann Puglise (also Special Award), June Cashman and Howard Mason.
Class 4 — Single Narcissus: Frank Sadowski, Judy Cote and Howard Mason (HM).
Class 5 — Single Seasonal Bloom: Joe Spinelli, Desmond Parker, Sophie Agiesta (also Special Award) and Joan McGuckin.
Class 6 — Tulip Collection: Mike Smith, Amy Blackwell, Dot Kappenberg and Frank Sadowski.
Class 7 — Seasonal Collection: Desmond Parker, Kay Trestka, Jean Gerrity and Amy Blackwell.
Class 8 — Arrangements: George Rath, Dot Kappenberg, Cathy Struble and Karl Hagen.
Class 9 — Houseplants, potted plants with roots: Marion Jackson, Trudy Conlon, George Rath and Margaret Mezzacapo.
Class 10 — Housplants, hanging baskets: Trudy Conlon, Angie Walker, Bill Pietruszewicz and Cathy Struble.
Class 11 — Novice Houseplants: Dawson Hunter, Vic Vohwinkel, Ed Bruckner and Irmgard Angne.

Winning's a tradition. *John O'Brien presented Mike Smith, who has been entering Grumman flower shows since the Forties, with the Best of Show prize.*

calendar

Aikido Club: every Wed., 5 p.m., Recreation bldg. Beginners class. Guests welcome. M. Brooks, Ext. 115-6171/H. Brondo, Ext. 2719

Alcoholics Anonymous: every Mon., 4:30 p.m., Pl. 15, conference room C, closed meetings; Personnel Relations, Ext. 3521, Calverton: Chemical Dependency Discussion Group, every Mon., 4-5 p.m., Guard Hdq.; open meeting. Personnel, 369-6759, C. Robb, Ext. 117-7038

Amateur Radio Club: every 3rd Wednesday of the month. Plant 5 conference room BD-1, 5 p.m. D. Townes, Ext. 2889

Coin Club: (Calverton) every Fri., noon lunch, Pl. 6 conference room. W. Kondratowicz, Ext. 6680

Computer Club: Mon., June 7, Recreation bldg., 5 p.m. Computer discussion and demonstration. Beginner to advanced programming. Guests welcome. J. Hayne, Ext. 5556, P. Frumkin, Ext. 2797

Dance Club: every Wed., 5-8 p.m., Recreation bldg. Gusts welcome. G. Cupolo, Ext. 4155

Equestrian Club: every weekday, Saddle Brook Farm, E. Northport, 6 p.m. Grumman employees and immediate family only. J. Eisenhower, 115-6003

Fencing Club: every Wed., 4:30-6:00 p.m., Recreation bldg. Free instructions, guests welcome. J. Hayne, Ext. 5556/ P. Chaldaris, Ext. 3638

Folk Dancer's Club: (Calverton) every Thurs., 2nd floor, Pl. 6, lunchtime, Grumman employees only. J. Hamelman, Ext. 117-6835

Karate Club: every Tues. and Thurs., Recreation bldg., beginners 4:30 to 5:30 p.m., advanced 5:30 to 7:00 p.m., black belt instructors, physical and mental development; guests welcome. T. Ortiz, Ext. 4555

Grumman Cycle Touring Club: Mon., June 7, Haye's Inn, Bethpage, 5 p.m. Business meeting. Guests welcome. T. Beckman

Grumman Family Campers: Fri., July 2 to July 5, Twin Falls, Hancock, New York. Guests welcome. For information contact B. Ingersoll, Ext. 364-3884, x 223/J. Perrotta, Ext. 5851

Model Railroad Society: every Wed., 7 p.m., Recreation bldg. Regular meeting. Guests welcome. R. Muntz, Ext. 8896

Roller Skating Club: every Thurs., Levittown Skating Rink, 7:30 to 11 p.m. Lessons 6:30 to 7:30 p.m. Guests welcome. H. Denen, Ext. 2291

Ski Club: Wed., June 16, Tiki Lounge, N. Babylon 8:30 p.m. Guests welcome. A. Garmendia, Ext. 7819/8910

Stamp Club: First three Wed. of every month; 5-6 p.m., Pl. 35 cafeteria; trading sessions and discussions. S. Hoops, Ext. 3926/8586

Tap Dancing Club: every Mon., Recreation bldg., 4:45 to 5:30. Beginners and guests welcome. P. Tropea, Ext. 8091

Table Tennis: every Thurs., Pl. 24, 5 p.m. and every Fri., Recreation bldg., 5 p.m., also every lunchtime. Beginners and guests welcome. B. Fabricant, Ext. 9307

Toastmasters: every Wed., Plant 111, Grumman Corp. Hdqtrs, lower concourse. Regular meeting. Grumman employees welcome. C. Peterson, Ext. 4930

Theater Guild: Tues., June 1, Recreation bldg., 5 p.m. General meeting. New members welcome. F. Varga, Ext. 3152

scorecard

Mixed Pinehurst

Dates for the ever popular Grumman Mixed Pinehurst golf tourneys have been announced: June 16, July 28, and August 25.

Here's how a mixed pinehurst is played: Both partners tee off on every hole. The male member of each team plays his partner's tee shot and the female player plays her partner's. After they hit their second shot, they select which ball is to be played. If the female golfer's second shot is selected, the male plays the third shot and the partners alternate shots until the ball is holed out. The same procedure is followed if the female plays the third shot.

Before starting the nine-hole play, each team chooses a handicap which will bring their score between 30 and 40. Names of qualifying teams will be placed in a hat for drawing of kicker's prizes. Low gross trophies will also be awarded.

Cost is $7 per golfer; $14 for a team. Call Recreations's Mike Cherry to sign up for the June 16 tourney. The field is limited to 60 golfers.

Great bargain

Admission tickets to the Great Adventure amusement center in New Jersey are now on sale at your Employee Services (ES) offices. Discount tickets — $11.95 for $14.95 admission — are available to all Grummanites.

Mighty Massey

George Massey took the Grumman Recreation pocket billiards tournament title for the second year in a row. He beat Cosmo Scura in the best of three finals of the double elimination tournament with scores of 110-76, 54-100, 100-41.

Massey defeated Frank Castiglione in the semis to advance to the finals. Castiglione was runner - up last year and the winner of the tournament in 1980.

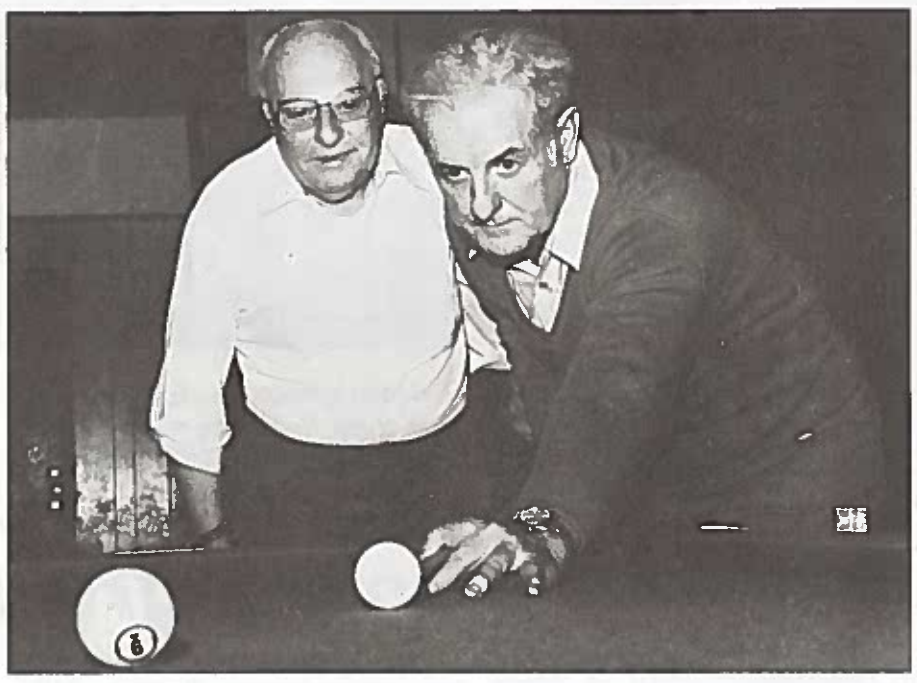
The tournament, which began in March and ended on April 1, was held at House of Lords Billiards in Bethpage.

Stuart hoopsters

Stuart Operation's varsity basketball coach, Bob Clark, has certainly established a winning tradition on the Martin County courts. For the past five years, Clark has steered the Tomcat team into the playoffs.

This year, Stuart had to settle for second place; the Tomcats lost to the Oldtimers, 71-66 in the finals. Grumman led at the half, 37-32, but its opponents who won the regular season league title with an 8-2 record, roared back in the second half

Grummanite Alphonso Coleman scored 19 points to pace the Tomcats, while teammates Chuck Singletary had 18 points and Curtis Blatch, 16.



Pocketful of talent. *This year's Recreation pocket billiards tourney champ, George Massey, gets set to sink the nine ball, while tourney runner-up Frank Castiglione looks on.*

Other varsity members are: Leonard Kaleckley, Walter Thomas, Irvin McMullen, Roy Parks, Nate Wilson, Conrad Patterson, Andrew Rogers and Coleman George.

Joyous jubilee

The Grumman mixed varsity bowling team walked over the competition and captured the 1982 Sperry Jamboree.

Ken Smith Jr. paced the varsity by rolling 203-190-237-205 for a series of 632. He also won the tourney high game trophy for his 237. Maureen Croes won the high series prize for women by rolling 205-209-599.

Other Grummanites contributing to the winning effort were: Ken Smith Sr., Ed Gabriel, George Hart, Don Evans, Arleen Schwemmer, Pat Ogilvie, Ellen Steimle, and Mary Jane Hooper.

This elite club is open only to retirees

The Grumman Retiree Club — the largest Recreation-sponsored organization — is looking for good ole friends to join its elite group. The only requirement is that new members have wrapped up their career at Grumman.

Today, there are over 3,600 members. "Right now, we are in the middle of a major membership drive," reports George Petrilak, club president. "Grummanites are invited to join when they first retire, but like many of us do, they probably put the invitation aside and forgot."

Petrilak says that several thousand new invitations are now in the mail to non-members. "We hope we'll get more Grumman friends to join us," says Petrilak. "We are still interested in them as we hope they are in us."

No longer just a Long Island-based organization, the Retiree Club has branched out to include 10 chapters: six in Florida and one each in New Mexico, New Jersey, North Carolina, and Georgia.

"Starting up your own chapter is easy," says Ellen Drasser of Recreation. "You must have a minimum of 25 Grumman retirees interested in joining your chapter."

Then just call or write Drasser, Grumman Recreation, Grumman Aerospace Corporation, A01-28A, Bethpage N.Y. 11714; telephone: (516) 575-2133.

In addition to being eligible to participate in the club's numerous activities, members also receive a monthly club newsletter. Dues are $2 per year.

Here is an updated listing of the presidents of the existing chapters:

Long Island (Parent Chapter) - George Petrilak, 19 East Haven Lane, East Northport, N.Y. 11731. (516) 499-6260.

Florida Midwest: Ella Schell, 13 East Melissa Drive, Beverly Hills, Fla. 32665; (904) 746-5646.

Florida Suncoast: William Katona, 5204 Rose Lawn Drive, Holiday, Fla. 33590; (813) 938-1436.

Florida Treasure Coast: Charles Casella, Box 2539, Stuart, Fla. 33494; (305) 334-9586.

Florida Southwest: Hugh Sheridan, 2163 Trailwinds Drive, Ft. Meyers, Fla. 33907; (813) 939-2845.

Florida Northeast: Ernie Berard, 75 Twin Coach Court, Daytona Beach, Fla. 32019; (904) 788-4767.

Florida Gold Coast: Gus D'Errico, 1918 SW 16 Ave., Boynton Beach, Fla. 33435; (305) 737-7687.

Desert Sun - New Mexico: Henry Geiser, 6345 N. Dona Ana Road, Las Cruces, New Mexico 88005; (505) 524-4009.

Garden State - New Jersey: Bus Wallace, RD 206, Tuckahoe Drive, Barnegat, New Jersey 08005; (609) 698-1454.

Savannah - Georgia: Al May, 2201 E. 56 Street, Savannah, Georgia 31404; (912) 354-4731.

Blue Ridge - North Carolina: John Dreschler, 39 Ferenvilla Drive, Hendersonville, North Carolina 28739; (704) 697-9816.

Schmidt led pack at LI marathon

The Grumman Running and Fitness Club was well represented at the May 2 Long Island Marathon.

Don Schmidt was the first Grummanite to cross the finish line. He clocked 2:48 for the 26-plus mile race.

With a time of 2:53, Bob Rennie placed second in the 50-54 age category for the entire marathon. Mike Ritchie, 68, completed the marathon in 3:45; he placed second in the 65-69 age category.

Also ran

Other Grummanites who completed the marathon are: Steve Eglin, 2:54; Dick Opsahl, 3:01; Ken Cottrell, 3:02; Bill Dunmeyer, 3:10; Mel Gough, 3:12; Art Spear, 3:16; Ed Cantrell, 3:18; Joe Caldwell, 3:20; Larry Lagin, 3:23; Art Angst, 3:30; Bob Pollak, 3:30; Bob Neilson, 3:35; Paul Marcik, 3:37; Gene Feldhaus, 3:40; Del Morrison, 3:45; Jim Tardiff, 3:53; Paul Pittari, 4:01; Odd Sangesland, 4:07; and Mike Polansky.

Next on agenda

These Grumman marathoners and other members of the club are now preparing for this summer's Manufacturer's Hanover Corporate Challenge Series. Held in Central Park during July and August, these 3.5 mile races start and finish near Tavern on the Green.

"You don't have to be a super runner to participate in this series," says Irwin Solomon, team captain. "If you are a slow runner, you will not be affecting the team standings.

"The team that is submitted for competition against other companies is selected after the race based on the five fastest times in each category," states Solomon. "So don't be bashful if you're not a world class runner."

Double runners

Last year, Grumman had an average of 25 racers entered in each run. The club is hoping to double the turnout this year.

Applications for the Corporate Challenge can be obtained from Solomon on Ext. 115-3414/3415.

Quick pace. *Don Schmidt was the quickest Grumman racer entered in the Long Island marathon; he finished 2:48.*

Hearty soul. *Mike Ritchie crossed the finish line of the L.I. marathon in 3:45; he placed second in the 65-69 age category.*

Two for the road. *Chuck Walthers and his wife Dianne make marathoning a family affair. Even the kids help. Their two daughters make breakfast while mom and dad are on their 20 mile Saturday morning run.*

Walthers race step by step, side by side

If you are a marathon runner, Boston is the place to be in April. About a million of spectators line the streets to cheer on the several thousand runners who take on the 26 mile plus course.

Amont the runners were Grummanites: Ralph Bauer, John Erickson, Mel Gough, Tom Kelly, Dick Opsahl, Bob Rennie and Chuck Walthers and his wife, Dianne.

Long distance travellers

Boston isn't too much of a trip for the Long Islanders, but for Walthers and his wife it was a bit of a marathon just getting there.

The Walthers came all the way from White Rock, New Mexico. They have been living in New Mexico since 1978 when he went to work on a fusion project for Grumman at the Los Alamos National Laboratory. He is the only Grummanite at Los Alamos.

Coming down from the thin air of New Mexico to run through the crowded streets of Boston was a thrill for the Walthers. "The crowd all along the route is looking for some way to encourage you. There is nothing else like it," says Chuck.

Both Chuck and Dianne ran the race in 3:28, though she was waiting for him at the finish line. "It was a tough race," says Chuck, who qualified for the race by running the Fiesta Bowl marathon in 3:09. Dianne did it in 3:08. "It was too hot for running."

Most of the runners were hit hard by the unseasonable heat. Bauer, who finished the race 44 minutes slower than this qualifying time of 3:02 said, "The crowds were so intense that they blocked us from any air at all." But he enjoyed being there. He says that the Bostonians treat runners like celebrities.

Runners unite

Of the others who ran, John Erickson didn't finish, Mel Gough ran it in 3:22, Tom Kelly had a time of 3:02, Dick Opsahl has a 3:05 and Bob Rennie finished with a 3.13 time.

Recreation drive ends; many win prizes

Thousands of Grummanites showed their support for the wide world of Recreation last month. Over 96 percent of the Grumman workforce participated in the annual membership drive.

All Recreation supporters were eligible for entry in a special membership drive drawing on Friday, May 7.

Winners (plants in parentheses) of $100 U.S. Savings Bonds are: Barbara Borneman (28), Joseph Reiter Jr. (4), Edward Lee (5), Gail Fossett (6), Joseph Krannebitter (56), Peter Balasko (2), Lawrence Fischer (3), Kevin Olsewski (1), Henry Wolf (39), John Robb (35), Paul Wolff (40), Walter French (6), Melvin Bradley (2), Susan Kilman (50), and Michael Francesco (2).

Show tix

Tickets are now on sale at your local Employee Services (ES) office for the following shows:

Broadway — Radio City's "Encore," Sunday matinee (2:30 p.m.), June 13, general admission, $11.25; "Sophisticated Ladies," Wednesday matinee, August 25, orchestra seats, $27.50; "42nd Street," Thursday evening, July 22 and Tuesday evening, August 10, rear mezzanine, $30; and "Evita," Tuesday evening, July 13, rear mezzanine, $27.50.

Westbury Music Fair — "Best Little Whorehouse in Texas," Tuesday, July 6, $12; Sergio Franki, Sunday, June 6, $12.50; "Chicago," Sunday, July 25, $13.75; and "Sound of Music," Thursday, August 26, $12.

Rose show

If you think you grow champion roses, find out for sure. Enter your prize petals in the Grumman Garden Forum Rose show. It will be held on Thursday, June 10, in the Plant 30 cafeteria. Pick up a rule booklet for complete show requirements and program from your local Employee Services office.

Glasses galore

Fifty Grummanites won sets of Grumman Glasses. The winners are:

Peter Ackermann (40), David Aitken Jr. (2), Robert Barker (111), Richard Brown (111), Richard Brummer (35), Richard Burke (25), Peter Castaldo Jr. (2), Robert Chalus (25), John Cody (2), Janet Connolly (1), Albert DeMayer (30), Norman Diggs (2), Carol DiMattia (40), Bill Fehrs Jr. (9), Joseph Greene (45), Kenneth Guzzardo (40), Richard Harrison (4), Joseph Ivers (2). Steven Lutz (45), James Joyce (111), Kenneth Koehler (3), Sam Longo (1), Winifred McGivery (35), Joseph Nagle (40), Frances Notarfrancesco (111), Paul Opitz (40), Thomas Repetti (17), William Rooney (5), John Sheehy (111), Richard Schmidt Jr. (4), Alfred Waller (1), King Washington (2), Robert Wellner (35), and Edward Wilenski (35).

The winners who work in Plant 6 are: Alfio Lazzaro, John Groh, Thomas Bradshaw, Albert Haupt, Frank LoGiacco, Leonard Mager, Vito Buffa, Laurie Coker, and John Cortese.

Those who work in Plant 43 and won glasses are: Timothy Lee, William Dunwoody, Ronyl Pelletier, and Walter Broderick.

Winners from the off-Long Island sites are: Rocco Poma of Pl. 94; Howard Lindquist of Pl. 80; and Dennis Carmichael of Pl. 88.

Stuart superstars. *These Grummanites hail from Stuart Operations in Florida. They are the 1982 Industrial Bowling Tournament champs, too. Members of the varsity are: (L to R) standing—Marty L'Heureux, Charlie Yeager, Jay Morgan, Rod Ellwood, Tom Leonforte, Clarence DeLancy; kneeling — Rick Stebbins, Gene Stevens, George Gibson, Bill Beetle, Nick Durick Jr., and Rick Macklem Jr.*

Stuart keglers rally to capture 1982 title

Grumman Aerospace sponsored its first annual Stuart Industrial Bowling Tournament last month. You'll never guess who came from behind and grabbed the 1982 title. The Grummanites from Stuart Operations in Florida!

Six industrial teams entered this new tournament and played four consecutive Saturdays at the Port St. Lucie Lanes in Fort Pierce.

At the end of the first night of play, the Grumman bowlers found themselves 210 pins out of first place. After the second round, Grumman still resided in third place — but was only 112 pins down. The third week of competition saw the varsity jump into second place. Unfortunately, first place belonged to Ebasco Services by 139 pins.

Obviously, the Grummanites were saving their best for last. On the final evening, Rod Ellwood registered 241 and 234 games; Clarence DeLancy chipped in with a 205 game and went on to win a high pinfall trophy for his 2,310.

The Grumman varsity had captured the 1982 bowling title by only 18 pins. The next goal: win the Florida state industrial title in June.

GRUMMAN plane news

Vol. 41, No. 10, May 28, 1982. Bethpage, N.Y. 11714